3: Anonymous U-4 (no date) 1920 RH1 Caucasia RH1

from Tuapse to Novo-Senaki on the Transcaucasian 499
Railway, a distance of 267 miles, which had been undertaken by an independent company, the Kuban–Black Sea Railway Company.

A company called the South Caucasian Railway Company had received a concession for a line from Borzhom to Kars with a branch to Olti, a coal-mining centre, and a line had also been projected from Batum to Kars along the valley of the Chorokh.

The Armavir–Tuapse Railway Company had two extensions in view: one from Armavir to Blagodarnoe (299 miles) to serve Stavropol Province, the other from Kurgannoi to Ust Labinskaya, a narrow-gauge line.

A concession had been granted for a line from Evlakh, a station on the Transcaucasian Railway between Elisavetopol and Baku, to Shusha, 59 miles to the south.

A Caspian coast line from the point south-west of Baku where the main Transcaucasian line turns inland, *via* Salyani and Lenkoran, to Astara, on the Persian frontier, had been planned; and a syndicate for its construction was being formed in 1914.

The question of a railway between Vladikavkaz and Tiflis has been discussed for many years, but the schemes for its construction have all proved abortive on account of the difficulties and high cost of crossing the Caucasus range.

When war broke out railway-building, except on the routes into Turkish Armenia, which were exclusively of military importance, came to a standstill, and all plans for the future fell into abeyance. That construction should begin again is very necessary, for the existing lines are quite inadequate to the economic requirements of the country.

(*d*) *Posts, Telegraphs, and Telephones*

The postal service was organized on the European 505
model, and there were the usual facilities for sending
money by post. The practice of sending parcels, cash

3: Anonymous U-4 (no date) 1920 RH1 Caucasia RH1

205 on delivery, was in existence. Parcels in transit for Persia went duty free.

206 All the principal towns have telegraphic communication with other parts of the Caucasus and with Russia. The lines follow the railway routes, and towns not on these are connected with the main telegraph system by branch lines.

Telephonic communication between Tiflis and Baku was established in 1911, and it was intended, should the innovation prove a financial success, to extend the system to other large towns.

(2) External

(a) *Ports and Roadsteads*

(i) *On the Black Sea.*

304 In *Anapa Roads* are two anchorages, the outer exposed from north-west to south-south-west, the inner (for small craft) sheltered from south-west winds. A pier, 175 yds. long, runs out on the north of the town. The Government proposed to carry out harbour works there. The port does a small trade in grain, fur, and wax.

Batum.—The bay of Batum is about a mile and a half wide from east to west and half a mile deep from north to south. From the southern shore, in a north-north-westerly direction, extends a mole 275 yds. long, from the head of which another mole, known as the Petroleum Mole, carrying rails and petroleum pipe lines, runs south-west for 440 yds. The harbour thus formed, known as the Western or Petroleum Harbour, has a dredged depth of 24–30 ft., with berths for 20 steamers. A breakwater running north-east from the first mole for 275 yds. forms the Eastern or Coasting Trade Harbour, which is only 7–17 ft. deep, and needs constant dredging. There is also a mole, 200 yds. long and 60 yds. wide, extending towards the north-north-east from the north-western